

**2015-2016 PROPOSED BUDGET  
RESPONSE TO REQUEST FOR INFORMATION**

**DEPARTMENT:** Austin Transportation and Public Works

**REQUEST NO.:** 7

**REQUESTED BY:** Zimmerman

**DATE REQUESTED:** 04/24/15

**DATE POSTED:** 4/30/15

**REQUEST:** Is the city relying on Capital Area Metropolitan Planning Organization (CAMPO), Central Texas Regional Mobility Authority (CTRMA) and the Texas Department of Transportation (TxDOT) for any and all congestion relief? Also, does CAMPO have authority to commit Austin to spending transportation funds?

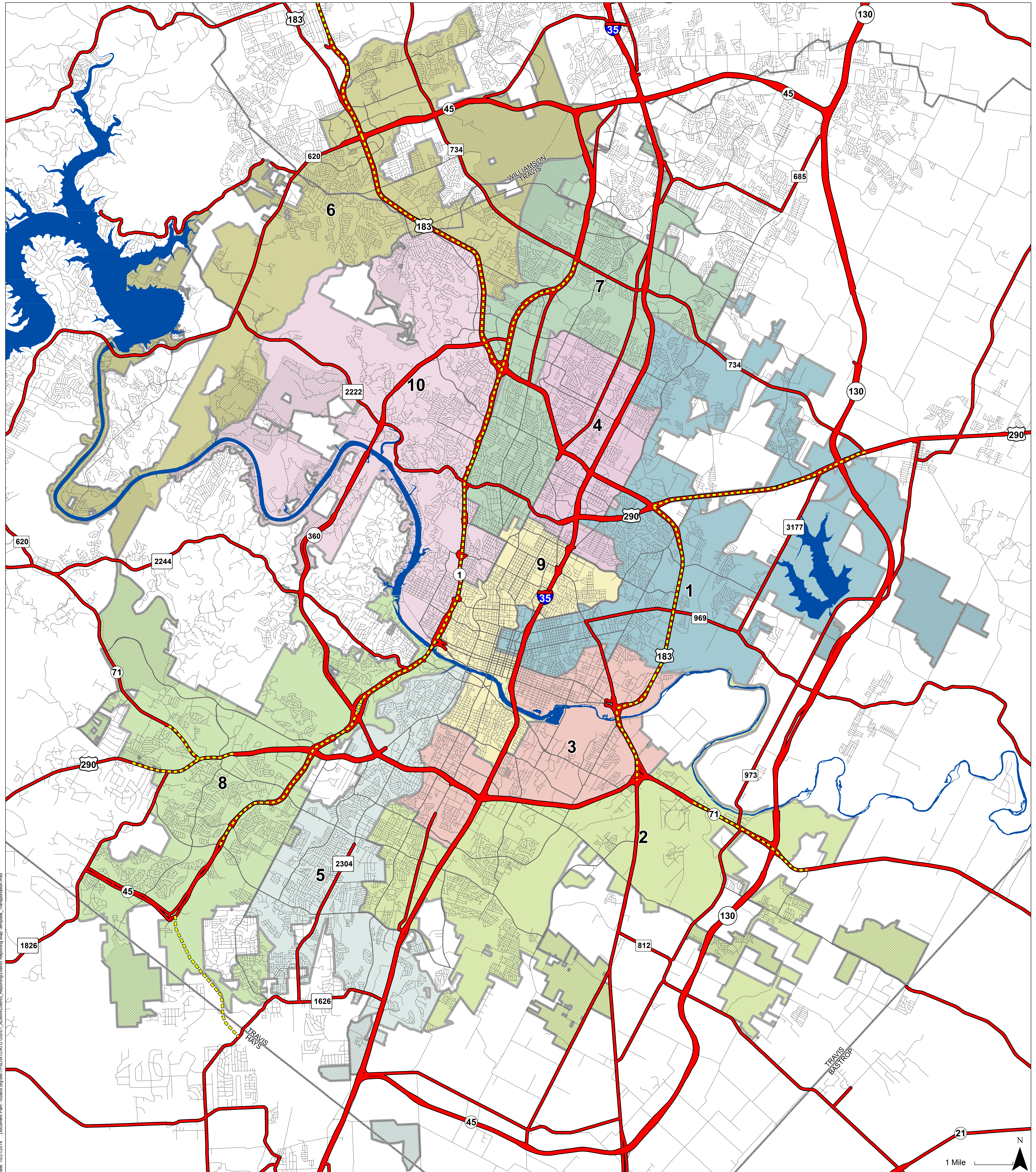
**RESPONSE:**

- 1) No. The City of Austin partners with regional agencies, such as CTRMA and TxDOT to plan and implement projects on the state system. (See **Attachment 1:** Map of State and CTRMA controlled roadways in the City of Austin.). The City relies on CAMPO to coordinate regional project planning and grant funding. The City is responsible for the arterial and local roadway network and implements multi-modal congestion abatement projects with policy guidelines assigned by Council and within available funding.
- 2) CAMPO does not have the authority to require City of Austin to fund projects, only Council has this authority. CAMPO does distribute grant and pass-through funding and is able to stipulate criteria for that funding consistent with regional, state and federal requirements.

Provided in **Attachment 2** is background regarding the recent bond programs and projects, historical context of Austin Transportation System, and the roles and responsibilities of the regional transportation agencies.



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# Austin Transportation Department Regional Priority or Program Title

Subtitle or Source

- Legend**
- CTRMA
  - TXDOT
  - Limited Purpose Jurisdiction

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## **ATTACHMENT 2 TO BUDGET QUESTION #7**

### **Background:**

The City of Austin has approved two recent bond programs related to mobility and congestion relief in 2010 (\$90 million) and 2012 (\$143 million). In both bond propositions, the types of projects were multi-modal in nature – roadways, signalization and building of sidewalks and bicycle lanes that all accrue to congestion relief. In 2014, a \$1 billion bond for major roads and transit was turned down by voters.

Although the City of Austin does not manage or control some of the major regional roadways within our city – including the roadways with the most traffic problems - the City actively partners with regional agencies on major projects such as I-35, Mopac North and US Hwy 183, the Y at Oak Hill, and more. The City contributes financial investments, engineering support and public outreach for regional roadway projects. (See attached map of State and CTRMA controlled roadways in the City of Austin.)

### **Historical context:**

- The Austin area historically has not invested in its transportation system at the same rate that it has grown, leading to serious traffic congestion. Austin's growth over the past half century has been in sprawling patterns, leading to traffic congestion on the major commute roadways into the city (I-35 and MoPac).
- Traffic grew more than 30 percent faster than the growth in road capacity in the Austin metro area over the past 25 years [Texas Transportation Institute, 2009 report.]
- Between the 1950s and 2000, Austin did not make investments in multi-modal transportation infrastructure (sidewalks, bicycle facilities, and transit) proportionate to its growth. Over the past seven years, the City of Austin has begun to actively catch up on developing these alternate infrastructure modes to address the travel needs of the community.
- Traffic can be expected to increase as the region continues its rapid expansion.
- The Federal and State governments have insufficient transportation funding; Austin cannot rely on them for major new roadway investments.
- To address traffic congestion, within Austin's existing infrastructure, recent major studies have shown the most effective course is to encourage people to change their travel behaviors – that is, to drive less and to make travel choices other than driving in one's car alone.

### **Regional Transportation Agency Roles:**

In Texas there are multiple agencies responsible for building and maintaining the transportation infrastructure. The City of Austin has been an active partner with our regional transportation agencies, such as TxDOT, CTRMA, Capital Metro in order leverage monies to meet the needs of our growing city and region. CAMPO is managed by the regional Policy Committee to with the City of Austin appoints four members. These agencies cooperate through the Capital Area Metropolitan Planning Organization (CAMPO). Below is a synopsis of each of the agencies roles.

### **CAMPO (Capital Area Metropolitan Planning Organization)**

The Capital Area Metropolitan Planning Organization (CAMPO) is the designated Metropolitan Planning Organization (MPO) for six counties in the Central Texas region, covering Bastrop, Burnet, Caldwell, Hays, Travis, and Williamson counties. The two main products of CAMPO are the Long-Range Transportation Plan (20+ years) and the short-range program, the Transportation Improvement Program (TIP).

The CAMPO Transportation Policy Board is made up elected and local officials. The City of Austin has four (4) elected official appointees to the 20 member board. Policy decisions of the 20-member board include how to spend state and federal money in the region related to mobility, congestion, managed or non-managed growth and multi-modal options. The City of Austin is the most populous city in the CAMPO region.

### **CTRMA (Central Texas Regional Mobility Authority)**

The Central Texas Regional Mobility Authority (CTRMA) was created in 2002 as an independent government agency to provide transportation solutions in Williamson and Travis counties. Currently, CTRMA primarily implements surface transportation improvements by issuing revenue bonds to fund projects and utilizing user fees (i.e. tolls) and/or taxes to fund operations and repay bonds.

CTRMA is currently operating the US 183-A and Manor (US 290) Expressways (toll roads) and is adding Express Lanes or managed lanes to Mopac North, with Environmental Studies for Planned Expressways along Mopac South, US 183 North, the Oak Hill Parkway, 45 Southwest, US 183 South “Bergstrom Expressway”, and State Highway 71 near ABIA. The Mobility Authority is overseen by a seven-member Board of Directors. The Governor appoints the Chairman, and the Travis and Williamson counties Commissioners Courts each appoint three (3) members to serve on the Board.

### **TxDOT (Texas Department of Transportation)**

The Texas Department of Transportation (TxDOT) is the State of Texas agency responsible for overseeing all modes of transportation in Texas, including state roadways, aviation, rail, and public transportation. However, TxDOT is known foremost for administering federal highway construction and maintenance for the state’s extensive highway system.

### **CMTA (Capital Metropolitan Transportation Authority)**

The Capital Metropolitan Transportation Authority (CMTA or Capital Metro) is the primary public transit provider in the Central Texas region, covering Austin, Travis and a portion of Williamson County. Capital Metro operates a variety of services (e.g. bus, paratransit, and commuter rail) with a one percent (1%) sales tax within its service area, federal funding, and passenger fares, among other sources.

The City of Austin, along with Capital Metro and Lone Star Rail formed Project Connect, a multi- agency effort to coordinate high capacity transit in the Central Texas region.

The Capital Metro Board consists of:

- Three members appointed by the Capital Metropolitan Planning Organization (CAMPO), including an elected official.
- One member representing the smaller cities within Capital Metro's service area.
- One member each appointed by the Travis County commissioners and Williamson County commissioners.
- Two members appointed by the Austin City Council, one of whom is an elected official.

The City of Austin represents approximately 90% of the Capital Metro service area.